

# The Hongkong Telegraph.

NEW SERIES No. 4224

日五十月三年九十二緒光

WEDNESDAY, APRIL 22, 1903.

三拜禮

號二十月四英港香

\$30 PER ANNUM. SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,000,000

Head Office—YOKOHAMA.  
Branches and Agencies:  
TOKIO, KOBÉ,  
NAGASAKI, LONDON,  
LYONS, NEW YORK,  
SAN FRANCISCO, HONOLULU,  
BOMBAY, SHANGHAI,  
TIENSIN, NEWCHANG,  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent

TARO HODSUMI,  
Manager.  
Hongkong, 11th March, 1903.

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000  
RESERVE FUND—  
Sterling Reserve.....\$10,000,000  
Silver Reserve.....\$15,500,000  
RESERVE LIABILITY OF PROPRIETORS,\$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
G. Balloch, Esq., H. Schubart, Esq.,  
Hon. C. W. Dickson, Esq., E. Shellim, Esq.,  
E. Goetz, Esq., Hon. R. Shewan,  
G. H. Medhurst, Esq., N. A. Siebs, Esq.,  
C. Michéau, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
MANAGER:  
Shanghai—H. M. BEVIS.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2½ per cent. per Annum.  
For 6 months, 3½ per cent. per Annum.  
For 12 months, 4½ per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 25th March, 1903.

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.

INTEREST on deposits is allowed at 3½ PER  
CENT. per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902.

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....\$1,000,000  
Paid up Capital.....\$374,374

### HEAD OFFICE—HONGKONG.

Board of Directors:  
Chau Kit Shan, Esq., C. Ewen, Esq.,  
Chow Tung Shing, Esq., J. Lauts, Esq.,  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5%  
Hongkong, 19th November, 1902.

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tael 5,000,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow  
Tientsin  
Tientsin (Kiautschou)

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FIGGE,  
Manager.  
Hongkong, 4th October, 1902.

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.  
PAID UP CAPITAL.....U.S. Gold  
\$2,000,000  
SURPLUS AND UNDIVIDED PROFITS,\$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.  
LONDON OFFICE:  
33 and 35, Lombard Street, E.C.  
F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARRE'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business  
transacted.

INTEREST ALLOWED  
On Current Accounts at 2½ per annum.  
On Fixed Deposits:  
For 3 months 2½ per annum.  
" 6 " 3½ " " "  
" 12 " 4½ " " "

E. F. GROS,  
Acting Manager.  
Hongkong, 1st December, 1902.

### INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.  
FISCAL AGENTS FOR THE UNITED STATES  
OF AMERICA IN CHINA AND THE  
PHILIPPINE ISLANDS.

Capital paid in.....Gold \$1,000,000  
Surplus (Reserve) Gold \$1,000,000  
Total.....Gold \$2,000,000

Capital and Surplus authorised, Gold \$10,000,000  
= \$2,055,000.

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED.  
THE UNION OF LONDON AND SMITHS  
BANK, LIMITED.

The Corporation buys and sells Bills of  
Exchange, issues Letters of Credit and carries  
on every description of Banking and Exchange  
business. Money received on Current Deposit  
Account at the rate of 2 per cent. per annum  
on the daily balances, and on Fixed Deposit  
as follows:

For 12 months, 4½ per annum.  
" 6 " 3½ " " "  
" 3 " 2½ " " "

HONGKONG—TEMPORARY OFFICE:  
PRINCE'S BUILDINGS.  
CHARLES R. SCOTT,  
Manager.

Hongkong, 7th April, 1903.

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.  
SUBSCRIBED CAPITAL.....5,000,000  
PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.  
Branches and Agencies:  
CANTON, PEKING,  
CHEFOO, PENANG,  
CHINKIANG, SINGAPORE,  
CHUNKING, TIENSIN,  
HANKOW.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
Per Annum Fixed Deposits for 3 months.  
" " " " 6 " " "  
" " " " 12 " " "

E. W. RUTTER,  
Manager.  
Hongkong, 1st January, 1901.

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS.....£800,000  
RESERVE FUND.....£650,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the rate of 2 per cent. per  
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.  
" " " " 6 " " "  
" " " " 3 " " "

T. P. COCHRANE,  
Acting Manager.  
Hongkong, 2nd June, 1902.

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

(Co.)  
FOR STEAMERS CAPTAINS TO PAID REMARKS

SHANGHAI.....Bengal.....A. L. Valentini.....About 24th April. Freight or Passage.

LONDON, &c.....Baltic.....F. R. Summers.....Noon, 25th April. Freight or Passage.

LONDON and.....Socotra.....C. J. Benton, R.N.R.....Noon, 30th April. Freight only.

SHANGHAI and TAKU.....Bombay.....H. S. Bradshaw.....About 1st May. Freight or Passage.

\* (See Special Advertisement.)  
† Via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.  
‡ Via SHANGHAI, MOI and KOBE. (Passing through the Inland Sea.)  
§ (Calling at PENANG if sufficient inducement offers.)

For Further Particulars, apply to  
E. A. HEWETT, Superintendent.

Hongkong, 18th April, 1903.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES  
\* KLAUTSCHOU.....WEDNESDAY, 29th April.  
\* RAYERN.....WEDNESDAY, 13th May.  
\* ZITEN.....WEDNESDAY, 27th May.  
\* STUTTGART.....THURSDAY, 11th June.  
\* ROON.....THURSDAY, 25th June.  
\* PRUSSEN.....THURSDAY, 9th July.  
\* HAMBURG.....THURSDAY, 23rd July.  
\* PRINZ HEINRICH.....THURSDAY, 6th August.

\* Steamers of the Hamburg-Amerika Linie.  
† Calling at AMSTERDAM.

ON WEDNESDAY, the 29th day of April, 1903, at NOON, the Steamship "KLAUTSCHOU,"  
of the HAMBURG-AMERIKA LINIE, Captain Behrens, with MAIL, PASSENGERS,  
SPECIE and CARGO, will leave this Port as above, Calling at  
NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and  
Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels  
will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant.  
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.

Hongkong, 15th April, 1903.

## Intimations.

### LANE, CRAWFORD & CO., GENTLEMEN'S OUTFITTERS.

Just Received NEW STOCK of Summer Goods.

OXFORD, ZEPHYR AND AERTEX CELLULAR

SHIRTS,

SOCKS, UNDERWEAR, TIES,

LINCOLN AND BENNETTS

SUN HATS, PANAMA HATS, STRAW HATS,

RAINCOATS, UMBRELLAS,

WATERPROOFS.

LANE, CRAWFORD & CO.  
Hongkong, 20th April, 1903.

### "BOA VISTA," (HOTEL SANITARIUM OF SOUTH CHINA) MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and  
affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.  
Telegraphic Address: "BOA VISTA."

### Johnson's Digestive Tablets.

THE GREAT REMEDY FOR  
Indigestion, Dyspepsia, Flatulency and  
Acidity of the Stomach.

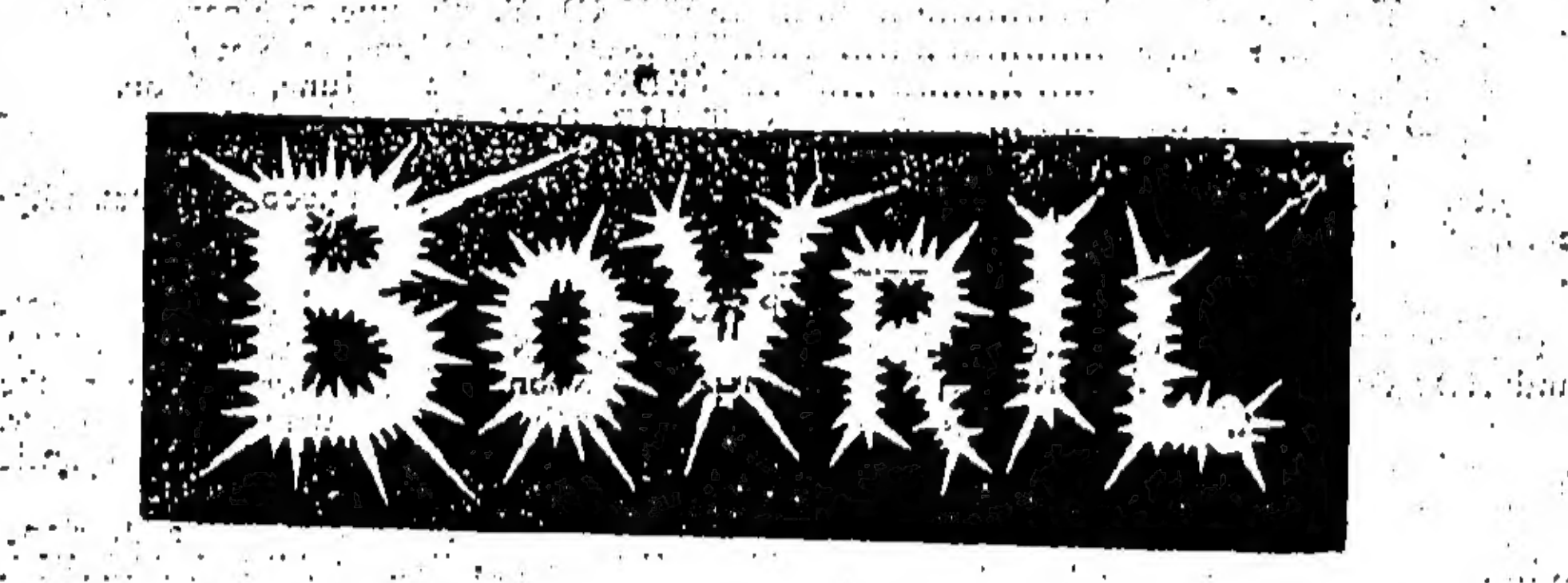
VICTORIA DISPENSARY,  
Late Baker, Oriskany & Co., Ltd.

## Intimations.

### BOVRIL ISN'T DEAR.

in fact, value for value, it is one of the cheapest drinks and one of the most economical  
foods that can be obtained. A cup of hot Bovril costs less than a drink of whisky, and  
while giving a more genuine and lasting warmth than the latter, contains, in addition,  
the nutritive principles of beef worth many times its cost.

Old fashioned beef teas and meat extracts, whether known as such, or disguised under  
more pretentious modern names contain none of the NUTRITIVE properties of beef. Baron  
Liebig himself admitted this fact; there is not a doctor to-day disputes it. Used as a  
nourishment Meat Extract is probably the most expensive article one can buy. Bovril one  
of the cheapest.



### JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—43, SAKAMOTO-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu,  
Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Honda, Ichimura, Kanada, Kishima, Mameda, Manoura,  
Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yumokibara and other Coals.

N. INUZUKA, Manager, Hongkong  
593c

THE DISTILLERS Co., LIMITED.

GIN. WHISKY.

Per Doz. - \$16.50

"OLD TOM"

"DRY"

Per Doz. - \$9.00

SOLE AGENTS:  
H. PRICE & Co.,  
12, Queen's Road.

Hongkong, 26th January, 1903.

### AQUARIUS

MINERAL WATER  
SILENT WATER  
TONIC WATER  
GINGER ALE  
LITHIA WATER  
GINGER BEER (STONE BOTTLES)

Telephone No. 75. All the Company's waters are manufactured from triple-distilled  
water—nothing can be purer.

SOLE AGENTS:  
CALDBECK, MACGREGOR & Co.,  
Wine and Spirit Merchants,  
16, Queen's Road.

Hongkong, 11th April, 1903.

### GO TO THE KOWLOON HOTEL.

R. F. DALY, Manager. J. W. OSBORNE, Proprietor.

### WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,  
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS.

GENERAL EXPORTERS.  
No. 35, Queen's Road Central,  
Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901.

## HONGKONG HOTEL.

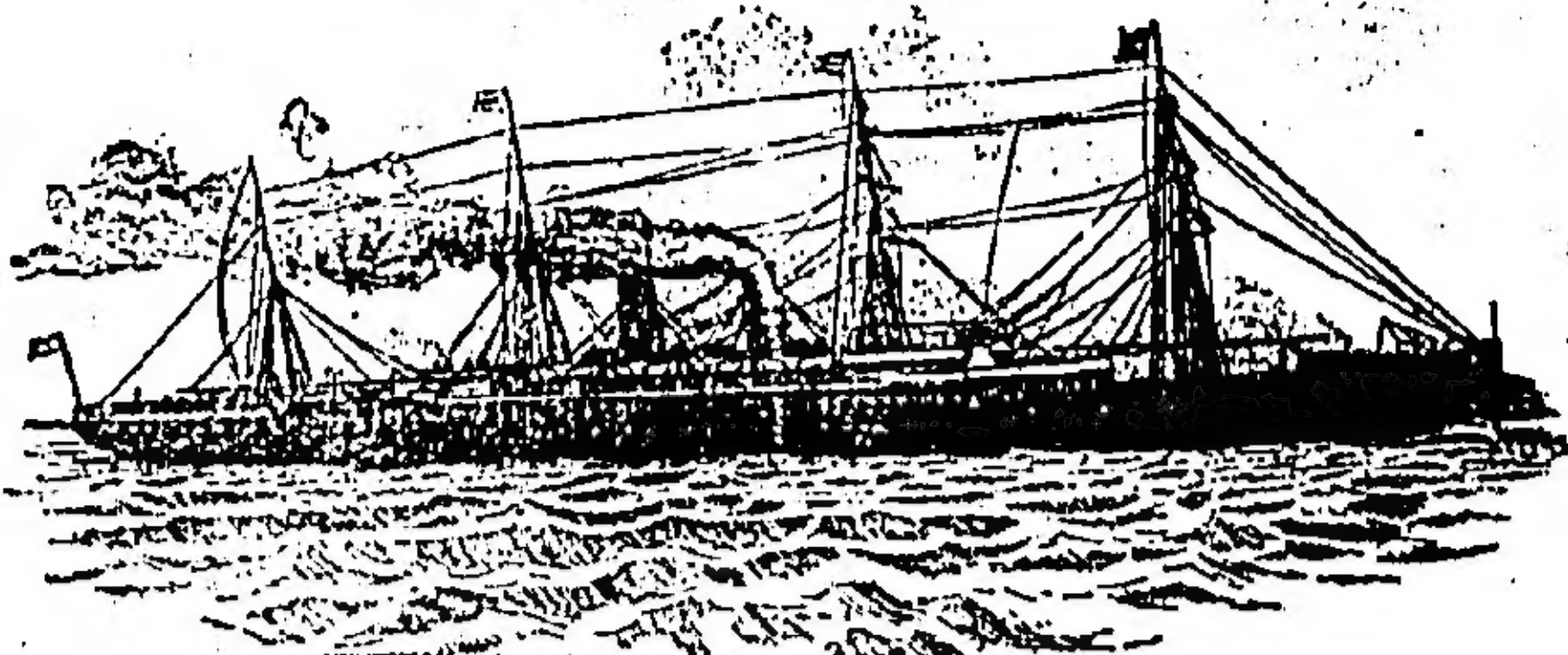
Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900.



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"GOPTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KOREA"	WEDNESDAY, 13th May, at Noon.
"ROBELO"	FRIDAY, 22nd May, at Noon.
"HONGKONG MARU"	SATURDAY, 30th May, at Noon.
"CITY OF PEKING"	SATURDAY, 6th June, at Noon.
"DORIC"	TUESDAY, 16th June, at Noon.
"NIPPON MARU"	WEDNESDAY, 24th June, at Noon.
"HIBERIA"	THURSDAY, 7th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GOPTIC" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets: making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerary, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 11 A.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full, value of same is required.

Consular invoices to accompany each shipment of Cargo or parcel (valued at \$100 Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco. Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 20th April, 1903. E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April.
"TARTAR"	4,435 "	WEDNESDAY, 6th May.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 3rd June.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 17th June.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th July.
"TARTAR"	4,435 "	WEDNESDAY, 22nd July.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and equally make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 13th March, 1903

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.

DEPARTAMENTOER FRACHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE	Freight
SAMBA	HAVRE, BREMEN and HAMBURG.	23rd April.	Freight
Schmidt	(Calling at SINGAPORE and PENANG).		
SERBIA	HAVRE and HAMBURG.	3th May.	Freight
Rebelmund	(Calling at SINGAPORE and COLOMBO).		
SAKONIA	HAVRE and HAMBURG.	19th May.	Freight
Brehmer	(Calling at SINGAPORE and PENANG).		
SEGOVIA	HAVRE and HAMBURG.	3rd June.	Freight
Fork	(Calling at SINGAPORE and COLOMBO).		
STRASSBURG	HAVRE and HAMBURG.	16th June.	Freight and Passengers
Madsen	(Calling at SINGAPORE and PENANG).		
SUEVIA	HAVRE and HAMBURG.	30th June.	Freight
Bork	(Calling at SINGAPORE and COLOMBO).		
NUBIA	NEW YORK VIA PORTS.	30th May.	Freight
Von Holt			

For further Particulars apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 7, Queen's Rd. Bldg.

Hongkong, 14th April, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"HONAN"	2,333 "	" G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	" A. W. Dixon.
"HANKOW"	2,272 "	" C. V. Lloyd.
"KINSHAN"	2,280 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,998 tons, Captain W. E. Clarke.  
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday  
Do. from Macao to Hongkong daily at about 8 A.M. } excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,129 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING" 1,569 tons, Captain R. D. Thomas.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 11th April, 1903.

## Intimations.

## NOTICE.

STEAMERS AND LAUNCHES  
FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 11 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 24 feet, depth 11 feet. Engines 14" x 30", 20" stroke.

For Particulars Apply to

A. RITCHIE,

39, Des Voeux Road, Central.  
Hongkong, 11th April, 1903. [451c]

HONGKONG ICE COMPANY,  
LIMITED.

FROM 1ST MAY next, until further Notice, the Retail Price of Ice will be Two cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Works, will remain as formerly.

Cold Storage Rates on application.  
WM. PARLANE,  
Manager.

Hongkong, 11th April 1903. [455c]

## WANTED.

A PORTUGUESE CLERK for Coast-Port. Must have some experience in General Office Work. Knowledge of Type-writing and Book-keeping desirable. Fair Salary.  
Applications to  
"M.F."  
C/o Office of this Paper.

Hongkong, 20th April, 1903. [502c]

## WANTED.

AN EXPERT TYPEWRITER.

Apply to  
"G."  
C/o The Hongkong Telegraph.  
Hongkong, 15th April, 1903. [499c]

## WANTED.

INSTITUTION OF ENGINEERS and SHIPBUILDERS OF HONGKONG. Wanted a MANAGER for above Institution.  
Apply to  
HON. SECRETARY.

Hongkong, 20th March, 1903. [358c]

## WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE.  
Apply by Letter to  
BRO. FRANCIS,  
Director,  
St. Joseph's College.

No. 2, Robinson Road,  
Hongkong, 15th January, 1903.

## GESUCHT.

WIRD ein Deutscher als Vorwarter für den deutschen Klub "Eintracht" Gehaltsbedingungen nach Uebereinkunft. Adresse:  
VORSTAND, KLUB "EINTRACHT",  
Hongkong.

Hongkong, 15th April, 1903. [471c]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Also Agents for  
FERGUSON'S SPECIAL CREAM and  
P. & O. SPECIAL LIQUEUR SCOTCH WHISKY &c.

EVERY KIND OF SHIP'S STORE AND REQUISITES ALWAYS IN STOCK.  
REASONABLE PRICES.

Hongkong, 14th April, 1903.

## Intimations.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTIETH ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 14, Des Voeux Road, Victoria, on WEDNESDAY, the 29th April, 1903, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902.

THE TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 26th April, to WEDNESDAY, the 29th April, both days inclusive.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 15th April, 1903. [478c]

THE FUNJOM MINING COMPANY,  
LIMITED.

NOTICE IS HEREBY GIVEN that a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Leicestersfield Arcade, Victoria, Hongkong, on Wednesday the 8th day of April, 1903, the following Resolution was passed:—

That the final CALL of FIFTY CENTS per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Call to be paid to the Company at their Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 9th day of May, 1903.

And NOTICE IS ALSO GIVEN that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 9th day of May, 1903, at the rate of 5 per centum per annum, upon all Calls remaining unpaid after the said 9th day of May, 1903, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's Receipt for payment of the Call, together with the Certificate of the Shares, in respect of which the Call has been paid, an endorsement to that effect will be made upon the Certificate.

By Order of the Board of Directors,  
W. KERFOOT HUGHES,  
Secretary.

Hongkong, 9th April, 1903. [452c]

UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

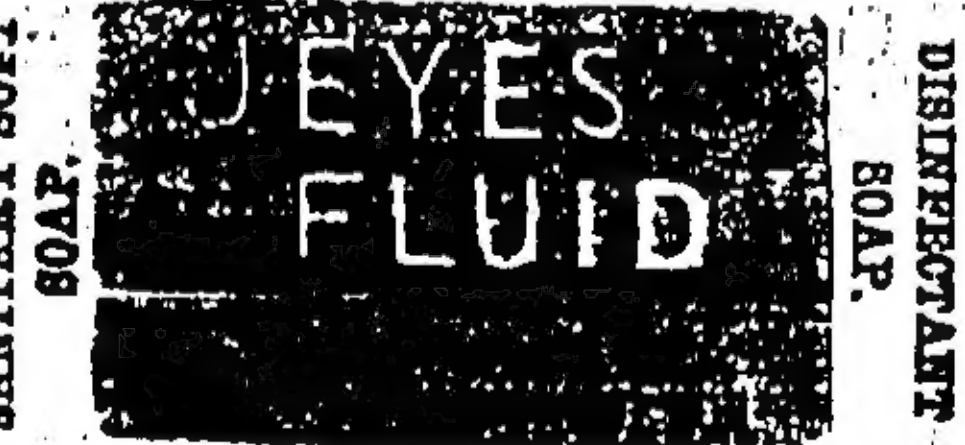
AN INTERIM BONUS OF TWENTY PER CENT upon Contributions for the year 1902 has been declared.

WARRANTS will be issued on the 1st May, By Order of the Board,  
W. J. SAUNDERS,  
Secretary.

Hongkong, 16th April, 1903. [486c]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. C. HUMPHREYS & Co.,  
Bank Buildings.

Hongkong, 1st March, 1903. [12c]

WAI YUNG  
PHOTOGRAPHER.

No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL  
STYLES, ENLARGEMENTS.

VIEWS ALWAYS ON HAND.

TERMS MODERATE.

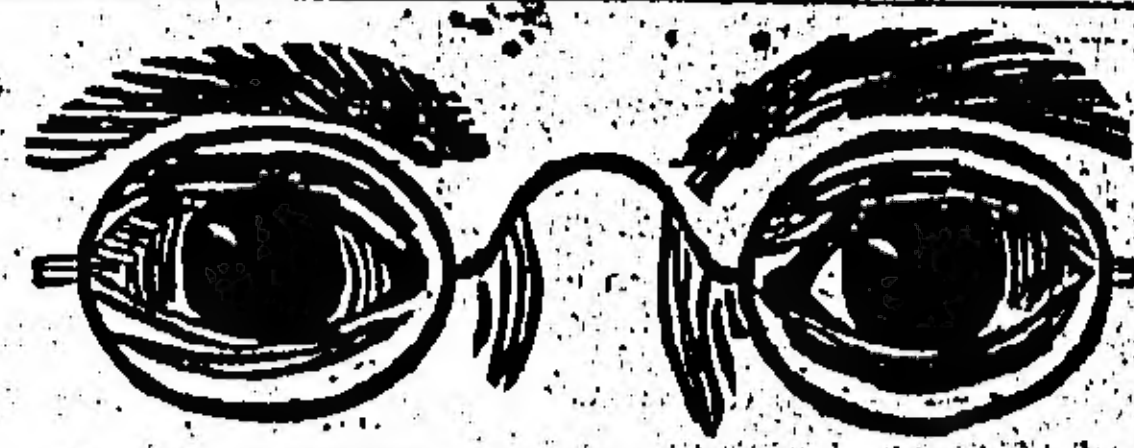
Hongkong, 19th December, 1902. [1393c]

## DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 40, Queen's Road Central,  
Hongkong, 9th February, 1903. [16c]

## Intimations.



## THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glass.

## ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [6c]

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

HOTEL CRAIGIEBURN,  
PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17c]

## CHS. J. GAUPP &amp; CO.

CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition, and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES, Nos. 24 & 26, Queen's Road Central. [130c]

Hongkong, 10th January, 1903. [195c]

## TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals. PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903. [195c]

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

S











## TELEGRAMS.

(Reuter's.)

## The Near East.

LONDON, 20th April.  
A Turkish force is concentrated at Ferizowitch under Ruzhdi Pacha whose first duty will be to liberate the Sultan's Peace Commission whom the Albanians are detaining as hostages.

The Austrian and Russian Ambassadors have warned the Sultan that unless the Albanians are repressed, the consequences will be serious and the whole responsibility for disorders falls on the Ottoman Government, which will find itself completely unsupported. The Italian and German representatives at separate audiences have made similar representations.

LATER.

## The King's Tour.

The question of the King visiting the Pope is much discussed; official statements are carefully withheld but there is a growing belief that the visit will be arranged.

The King reviewed 8,000 Bluejackets and Marines and five Field Batteries at Malta.

## Cold in Europe.

A prolonged spell of bitter cold in Europe, which has played havoc with the orchards and vineyards has culminated in snowstorms on the Continent; the snow fell for twelve hours in Berlin, which is cut off from Russia and Scandinavia, the trains being embedded.

## TRADE RETURNS.

With regard to the details of British trade with the Far East there was a considerable decrease in the export of cotton yarn and twist to China during February compared with that of last year, the figures being 555,700lbs against 1,304,600lbs. The Straits Settlements also show a shrinkage, but the figures for Japan show an increase of 118,900lbs. For the two months China shows the large shrinkage of 1,371,400lbs., and the Straits Settlements a decrease of 258,000lbs., whilst on the other hand, the returns for Japan represent an increase of 88,000lbs. Pising on to the total trade in all kinds of piece goods we find that with the exception of China, which shows a decrease of 23,214,900 yards there is an increase all round. With regard to the two months both China and Japan show shrinkages, the former to the extent of 39,614,600 yards, but fair increases are shown in respect of the Philippine Islands, the Dutch East Indies and the Straits Settlements. The linen trade with the Philippine Islands is growing, the figures for January and February now being 114,800 yards, against 25,100 yards during the same period last year. In woollen tissues both China and Japan show decreases for the month, but for the longer period the figures for Japan are larger. The export of worsted tissues to China also shows a decrease during both periods, whilst those for Japan, on the other hand, show good increases. With regard to metals there is nothing of special interest to record. In textile machinery and millwork China and Japan show decreases both for the month and two months, whilst in old iron and steel for remanufacture China did a larger business for the month and a smaller trade during the longer period.

## WRECK OF THE "PRYER."

ONE MAN MISSING.

The native master of the s.s. Pryer, has reported at the Master Attendant's office, Singapore, that the steamer, the Pryer, grounded on the bar at Kampa River, in the Durian Straits, while in charge of a native pilot on the 28th of last month at 4 p.m. At 11 p.m. the same day a squall from the S.W. with a rising tide capsized her and she came off the bar and sunk in deep water. All hands on board managed to get ashore. The Chinese cook is missing. Nothing remains visible above water of the Pryer. The crew and passengers were sent on to Bengalis by the Dutch authorities and there put on the R. M. T. which took them on to Singapore.

## RIFLE PRACTICE AT THE CHINA STATION.

Writing in *Truth* on the 18th ult., Labouchere says:  
Twelve months ago I wrote very strongly about the unsatisfactory results of the rifle practice in the Navy for the previous year, and I am now pleased to see by the latest official returns that the endeavours to improve the firing have been successful. Apart from the individual results, some of which are exceptionally high, there was a marked improvement generally. The number of seamen who took part in the practice was 17,832, the average points obtained being 131.6, as against 128.08 the previous year, when 15,350 men were engaged. The number of marksmen shown by the latest return is 1,624, and the number of very bad shots, 879, as against 969 marksmen and 993 bad shots the previous year.

There is, however, still room for great improvement, the returns from some of the vessels suggesting that the competitors regard rifle practice as a farce; in fact, it would seem necessary to black-list those vessels which make such a disgraceful show. Although two vessels had more than 50 per cent. of their crews qualified as marksmen, there were seventeen ships without a single marksman, yet their competitors numbered collectively 548. The most disgraceful return is that of the cruiser, *Crested*, on the China Station. She carried out her practice at Weihaiwei and although 224 men competed, only one was qualified as marksman. The cruiser *Gibraltar*, with 262 competitors, only secured one marksman; and the *Galathea*, with 141 men taking part in the firing, did not have one marksman.

ASK for ASAHI JAPANESE BEER—G. Girault.

## THE KWANGSI FAMINE.

(From Our Correspondent)

Wuchow, 16th April.  
The inhabitants of the surrounding district are dying of starvation. Children, both male and female, are daily brought into Wuchow for sale and mostly brought by Chinese going either to Hongkong or Canton. Some children, who come in as mere skeletons, are kept by the middle party at Wu how till they are more presentable. Under most favourable conditions it will be nearly three months before crops can be harvested in famine-stricken districts and many farmers are reduced to such an ebb that they are unable to purchase seed. I hear that a Chinaman, with credentials from the Governor of British North Borneo, is in the famine district endeavouring to induce some 500 families to emigrate to British North Borneo where they will receive free grants of land.

## THE RELIC OF THE BATTLE OF MANILA BAY.

Further particulars are to hand respecting the raising of Admiral Montojo's flagship *Quinta Cristina*. According to the *Cubencens* the pumps were started about 6 o'clock Wednesday evening and eight-foot-five big mass of twisted iron and steel made a slight heave and came up about two feet further than the last successful raise of the vessel. As she at present stands, more than two feet of her water line is visible and as soon as the mud and loose iron work are removed from the charged hull of the ship, she will be in a position for towing to some place of safety for complete repairs.

Quite a number of naval officers and others visited the wreck night before last to watch the progress of the work, and with four ten and two six inch pumps at work by the aid of the *Custell* and donkey engine the water in the vessel that had accumulated since her first raising soon disappeared and it was not more than three hours' work to notice a change in the ship's position. The *Quinta* was floated first and at just before nine o'clock at night the bow gave a little swing toward the *Custellano* and the Spanish flag-ship was afloat again.

Captain Garry and his crew worked all night and shortly before day-break the vessel had been pumped almost completely dry and had risen another four feet from the muddy bed on which she had been resting, bringing most of the mud in that section with her, to the surface. A *Cubencens* representative then went aboard the ship and with the aid of boat-hooks ascertained beyond a doubt that there were skeletons aboard the ship, though so much crusted and deeply imbedded in the filth and ruin that no estimate as to the number of bodies the sad relics designated could be made.

As soon as most of the water in the big steel hull had been pumped out, work was stopped when it was seen that some of the slime in the bottom of the burnt out cruiser was being sucked up by the pumping apparatus. This was done to avoid any possibility of throwing into the bay some of the remains of the unfortunate men who died at their post amid flood and fire.

The wrecking company was notified yesterday by the Navy that it was the intention of the Rear Admiral, commanding Philippine Squadron, to bury the bodies found in the wrecks of the harbour with full military honours after the wishes of the Spanish consul had been ascertained and that the necessary coffins would be furnished by the navy and all arrangements made by the Cavite station.

## THE "SPARTIATE" AND "EUROPA" COMMISSIONED.

The first-class protected cruisers *Spartiate* and *Europa*, which were commissioned at Portsmouth on the 17th ult., to convey relief crews to the *Cocoon*, *Rosario*, *Phonix* and *Algerine*, are the two most costly Belleville crumples in our navy. Although the *Europa* has done but a year under the pennant, the huge sum of £24,563 has had to be spent upon her boilers. The history of this unlucky cruiser's first commission is instructive, says the *P.M.G.* In July, 1899, she was commissioned, and shortly afterwards sent to Australia with relief crews for vessels on that station. She broke down badly, and proved herself well nigh a total loss, and was sent back to Portsmouth at a low speed, and has since been laid up in the dockyard, where she long served as an object lesson for the Admiralty Committee on Boilers. The members of that body paid frequent visits to the ship, and the condition in which they found her Bellevilles had not a little to do with getting these boilers condemned. Extensive repairs have been effected in the *Europa*'s boilers; but it is doubtful whether the cruiser will in practice accomplish what she was designed for. Her coming trip to China is an experimental one. The Admiralty are sending her there in order to see whether she will prove fit for a term of service abroad.

It is the same with the *Spartiate*, which is a sister ship to the *Europa*; both belong to the undergunned *Diadem* class. Owing to machinery defects, the *Spartiate* has not previously been in a condition to hoist the pennant, though she has been several years in hand. Here again Bellevilles were the chief source of weakness; but the ship's condensers also had to be retubed before she could finish her trials. No statistics as to the cost of her repairs are obtainable. Probably it equals, if not exceeds, that of the *Europa*. The British taxpayer need not pride himself on the possession of these cruisers, for he is not likely to get value for his money out of either of them.

ASK for ASAHI JAPANESE BEER—G. Girault.

## ANTARCTIC EXPLORATION.

MORE ABOUT THE "DISCOVERY."

The sky effects of the Antarctic are described as very wonderful and beautiful. Deep blood red predominates, but more delicate tints also prevail.

Cape Adare was reached by the *Discovery* on January 9, 1902, and by the *Morning* on January 8, 1903. It rises 3,770 ft., and consists of a large square basaltic rock with perpendicular sides. The coast-line presents a magnificent sight, the polar sun striking the great snow-capped peaks and pinnacles making a glorious effect. The sailors state that perpetual day afforded strange experiences. Christmas Eve and New Year's Eve were spent in broad day-light, and sometimes at midnight a group of men was seen playing a game of cards on deck with the sun beating down upon them. Towards the latter end of the stay darkness began to assert itself, and the hour of midnight was marked by faint shadows, as if twilight was falling.

At times the expedition found the heat of the perpetual sun oppressive, the sun's rays being sharply reflected from the dazzling fields of ice.

The *Discovery* is lying snugly in a well-sheltered spot. The *Morning* did not get sight of her until quite up. It was possible, however, for the people of the *Discovery* to see the approach of the *Morning* from the top of the head close to the *Discovery* where the observatory was established. All agree that Mr. Murdoch Bay is a splendid harbour. When the *Morning* left the men of the *Discovery* were busy blasting ice to force a passage. A monument has been raised to Prince the seaman lost in the blizzard on March 11. "Jack," the pet dog of the *Morning*, survived the Antarctic winter wonderfully well. The cats fared less well, only one of three surviving in the engine-room. The only "green stuff" seen by the *Morning* during the voyage was a crop of mustard and cress grown on a wet blanket with Antarctic soil by the officers. Presents of fruit and vegetables on arrival were thoroughly appreciated.

Lieutenant Shackleton is suffering from the bursting of a blood-vessel in a lung. He will have to take care for some time. Only indomitable pluck pulled him through the hardships of the sledge journey. *Discovery's* men are described as having been palpably aged by hard living, looking with their tanned faces "like Chinamen," as a sailor put it; nevertheless they appeared well and cheerful.

There was a touching scene when the *Morning* said good-bye, leaving Captain Scott and his crew in the Antarctic solitudes for another winter. Captain Colbeck's instructions were not to risk detention in the ice, but to make his way back to Lyttelton to await further instructions. This was carried out to the letter. CAPTAIN SCOTT'S GREAT SLEDGE JOURNEY.

The *Discovery* was in winter quarters near Cape Armitage, latitude 77 deg. 48 min. A party, consisting of Captain Scott, Dr. Wilson, Lieutenant Shackleton, started on November 2, with dogs and sledges to push southwards over the great ice barrier. The dogs went very well for a time, and the loads, the total weight of which was 2,000 lb., did not seem beyond their strength. After eight days' slogging, they reached a depot which had been laid down 50 miles southward of the ship by a previous sledge party in anticipation of this journey. After leaving the depot the trouble commenced. The snow began to get soft, and hauling the sledges became correspondingly difficult. The extra strain told quickly on the dogs, which weakened so much that November 16th the party had to resort to "relay work." Half of the sledges had to be hauled five miles, then the party returned and brought up the remainder. It was very laborious work seeing that the advance of five miles meant a total journey of 15, the route having to be traversed three times at each stage. To add to the difficulties the dogs continued to grow weaker. Captain Scott finally decided to leave the ice barrier and shape a course for the land, hoping that travelling would be easier. Relay work with the sledges lasted 29 days till December 15. During that time the dogs gradually died off. Some died in harness, others were killed because while eating food they failed to work.

Travelling by slow stages the party reached a latitude of 80 deg. 30 min., where they established another depot to lighten the sledges, for the dash southward. All superfluous gear was discarded, and with four weeks' provisions the three officers headed south, leaving the depot on December 15. Christmas Day was spent in a wilderness of ice nearer the South Pole than the foot of man had ever trodden before. By the beginning of January the party had got as far as latitude 82 deg. 17 min., the limit of their journey, a limit, however, which easily eclipsed all previous performances. Mr. Borchgrevink, with 78 deg. 50 min., comes next. The party had only four weeks' provisions with them, when they left the depot, and the snow getting softer all the time it was impossible without inviting disaster to continue southwards. Accordingly, on January 1, they turned, and following the coast traced the land to the continuation of Victoria Land. From where they turned back a range of mountains could be seen to the southward in latitude of 83 deg. Some were 5,000 ft. high, others 13,000 ft., and 14,000 above sea level, higher than Mount Everest. The party tried to make their way in, but there were so many crevasses that they found it impossible.

The party regained the southern ocean depot on January 15, after a very trying journey in thick weather. Some of the dogs still remained, but most were very weak, and could not keep up with the sledge. The first depot was reached on January 28, and there the party had to remain until a force of three men, with their strength, they reached the *Discovery* on February 3. After an absence of 94 days, a

ASK for ASAHI JAPANESE BEER—G. Girault.

## HONGKONG AND SOMETHING ABOUT OUTLANDERS.

A writer in the Manchester Daily Dispatch.

signing the initials, "A.H.," has been giving home readers an account of Hongkong and its Government. We make the following extracts from the article:—  
In the nominated Council, which is the creature of the Governor, there is little room for the growth of local patriotism which is the very salt and savour of life in one of the scattered constituents of the King's dominions across the sea.  
For ten years Hongkong people have been calling for elective self-government. For ten years the ear of the Government has been deaf to their cry. More or less they are outlanders in the place which they have made profitable to British rule.  
They view apprehensively the weakening of British influence, but are denied the one effective means of using their public opinion as a lever with which to move the inert mass of unenlightened indifference which is entrenched in Downing Street.  
Look at New Zealand. New Zealand is a magnificent colony. Her splendid isolation gives her a blessed immunity from international anxiety. She is a new, unencumbered England of the Southern Cross. She can go to sleep of nights sublimely careless of the dread complications, which disturb the slumbers of European statesmen.  
Now, the will of New Zealand is typified and expressed in Mr. Seddon. If anything troubles New Zealand in her interior economy, or if she is dissatisfied with the conduct of the Imperial mother, the voice of "Big Dick" reverberates through the world, and New Zealand has got to be reckoned with.  
London would not dream of denying to New Zealand anything which New Zealand passionately longed for. Indeed, there was a time when it was being said that New Zealand was running the empire and the South African War into the bargain.  
But what are the concerns of New Zealand compared with the tremendous issues which have to be handled by representatives of our race in China? Our countrymen there are not many, but upon them depends the future of almost an appalling degree; the position of old England in the comity of nations; the right arm be enfeebled in a land where it was once the only white instrument of progress, and we have confessed to the world that our only real increase is toward impotence and decay.

Now, what are the concerns of Hongkong compared with the tremendous issues which have to be handled by representatives of our race in China? Our countrymen there are not many, but upon them depends the future of almost an appalling degree; the position of old England in the comity of nations; the right arm be enfeebled in a land where it was once the only white instrument of progress, and we have confessed to the world that our only real increase is toward impotence and decay.

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ASK for ASAHI JAPANESE BEER—G. Girault.

month of which was occupied in "double journey" and relay work.  
The whole trip was undoubtedly a very remarkable performance, but the other sledge journeys exceedingly good work was done. Probably the other most notable journey was that to the westward under Lieutenant Armitage and Mr. Skelton, the chief engineer. The party sailed a glacier to an altitude of 9,000 ft. The glacier was ribbed with crevasses, and a large number of crevasses had to be crossed. Lieutenant Armitage fell into one estimated to be 2,000 ft. deep, but being roped it saved him. In the rarefied atmosphere of the higher altitudes the party found a difficulty in breathing. Some days there was bright sunshine, but on others a thick fog made walking among the crevasses highly dangerous. In some places the sledges had to be lowered soft, and hauled up the same distance, the opposite side. Mr. Skelton obtained very good photographs. Altogether the party was away from the ship nearly sixty days, and Lieutenant Armitage was able to give many interesting details regarding the appearance of the interior.  
Very important scientific work was done on this journey in the geological and magnetic departments. From what I can learn it was an important piece of work well carried out. Lieutenant Armitage's previous Arctic experience evidently stood him in good stead.  
Another journey in the same direction was done by Lieutenant Armitage in the autumn. Mr. Skelton accompanied the party, who explored northward amongst the islands. Lieutenant Roys made a sledge journey to Cape Crzier, with the intention of leaving a record there for the *Morning*, giving details of the *Discovery's* winter's quarters. Owing to low temperatures the expedition was unsuccessful.  
A successful journey was accomplished between September and October last, when Dr. Koeltitz and Mr. Skelton accompanied Lieutenant Roys and emperor penguins were found, which Mr. Skelton photographed. Lieutenant Barnes and six men went a journey to cooperate with the commander's southern journey. Lieutenant Barnes reached the latitude of 79 deg. 30 min. afterwards in charge of a party despatched in a south-westerly to west direction with the subject of exploring and charting mountains which did not lie in the route of the southern party.  
Nothing can be said definitely about the future movements of the *Morning* pending instructions from home. It is believed she will again tender the *Discovery* next season, and in the meantime visit other New Zealand ports and possibly Australia.

There is no grudge against him. Even he cannot do forty things at once. Hongkong regards him as the first subject of the King, because of his magnificent combination of the qualities of business and high statesmanship.  
Can Hongkong produce its own Chamberlain who will teach the Foreign Office the way it should go? He would find a Press ready to back his assault on British indifference, for the *Hongkong Telegraph*, though it is owned by Chinese, is inspired by principles the use of which has lifted Mr. Chamberlain high among the Immortals.  
When the local Chamberlain does arise, the time will probably be ripe for dealing with a social problem, which is not dreamed of as yet by us at home. Wherever you have a business community of one race founded in the midst of an infinitely larger community of another race, there will inevitably exist a more or less regular institution of irregular marriages between men of the incoming and women of the indigenous race. That has occurred in Hongkong.  
There is growing up a race of half-castes, who are socially without the pale, but are intellectually devoted to the patriotic ideals of their fathers. The half-breed is intensely Imperialistic and English.  
But he sends his children to English schools, and as that environment means the submergence of the Oriental element in their physical and mental constitution, their social disability makes them hunger and thirst to become more and more British the longer they live.

One of these days Hongkong will wake up to the fact that this mixture of races has produced men of exceptional ability, who combine the best characteristics of both parents. A class like this cannot always dwell in the shadow of social ostracism—in the courts of double outlanderhood.  
In a state of self-government they will make their influence felt, and if any Governor is so foolish as to try to keep them from rising, there will be a Chinese problem as novel as it will be dangerous.

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ASK for ASAHI JAPANESE BEER—G. Girault.

## Today's Advertisements.

FRESH Consignment of SWISS MILK.

Per S.S. "MALACCA".  
H. RUTTONJEE,  
No. 5, D'Almeida Street,  
Hongkong.  
39 & 40, Elgin Road, Kowloon.  
Hongkong, 22nd April, 1903. [5130]

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE H.A.L. Steamship.

Captain von Hoff, will be despatched for the above Ports TO-MORROW, the 23rd instant, at 5 P.M.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd April, 1903. [5110]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

Captain Evans, will be despatched for the above Ports, on FRIDAY, the 24th instant, at 9 A.M.

For Freight or Passage apply to DOUGLAS, LAFAIR &amp; Co., General Managers.

Hongkong, 22nd April, 1903. [5090]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"AFRIDI" About 3rd May.

"SAGAMI" 3rd May.

For Freight and further information, apply to DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 4th April, 1903. [5390]

FROM NEW YORK.

THE H.A.L. Steamship.

Captain von Hoff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after 24th inst. Goods have left the Godowns and all Goods remaining undelivered after the 29th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd April, 1903. [5120]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship.

"SADO MARU."

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their



## Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL.....	"PATROCLUS".....	On 23rd April.
GLASGOW and LIVERPOOL.....	"CALCHAS".....	On 30th April.
GLASGOW and LIVERPOOL.....	"HYSON".....	On 7th May.
GLASGOW and LIVERPOOL.....	"AJAX".....	On 14th May.
GLASGOW and LIVERPOOL.....	"ANTENOR".....	On 21st May.
GLASGOW and LIVERPOOL.....	"PELEUS".....	On 28th May.

S.S. "PATROCLUS" left Singapore 18th instant and is expected here 23rd instant.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & A'WERP.....	"DEUCALION".....	On 28th April.
MARSEILLES, LONDON & A'WERP.....	"JASON".....	On 12th May.
"LIVERPOOL via GENOA".....	"AGAMEMNON".....	On 17th May.
MARSEILLES and ANTWERP.....	"TANTALUS".....	On 21st May.
LONDON.....	"PATROCLUS".....	On 28th May.
LONDON.....	"CALCHAS".....	On 7th June.
"LIVERPOOL via GENOA".....	"HYSON".....	On 12th June.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"AJAX".....	On 20th May.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th April, 1903.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI.....	"PAOTING".....	22nd instant.
SHANGHAI.....	"SINGAN".....	23rd "
CEBU and ILOILO.....	"KAIPOH".....	25th "
CHEFOO, NEWCHANG & TIENSIN.....	"NANOHANG".....	28th "
MANILA.....	"WUOSUNG".....	30th "
KOBE.....	"TSINAN".....	6th May.
MANILA.....	"SUNHANG".....	16th "

PORT DARWIN, THURSDAY IS.  
COOKTOWN, CAIRNS, TOWNS-  
VILLE, BRISBANE, SYDNEY and  
MELBOURNEThe Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.Z.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 22nd April, 1903.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon carried.—All the most up-to-  
date arrangements for comfort of Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT).....	Saturday, 25th April, at 10 A.M.
ZAFIRO.....	2540	R. Rodger	MANILA (DIRECT).....	Saturday, 2nd May, at 10 A.M.
PERLA.....	1950	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 18th April, 1903.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF  
JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI".....	4,500	W. E. Craven	April 24, 1903.
"INDRAPURA".....	4,500	A. E. Hollingsworth	May 14, "
"INDRASAMHA".....	4,197	R. P. Craven	June 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## OSAKA SHOSEN KAISHA

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI.....	"DAIJIN MARU".....	T. Ogata	SUNDAY, 26th April.
FOR ANPING.....	"MAIDZURU MARU".....	T. Saito	WEDNESDAY, 29th April.
FOR TAMSUI.....	"DAIGI MARU".....	T. W. Groves	SUNDAY, 3rd May.
FOR FOCHOOW.....	"ANPING MARU".....	J. Goto	WEDNESDAY, 6th May.

\* Via Swatow and AMOV.

The Company's new steamers are specially designed for the coast trade of South China  
and Formosa and are fitted with all modern improvements. Excellent accommodation is  
provided for first class passengers, and a duly qualified doctor is carried.  
All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the  
Government Marine Surveyors, and are registered in the highest class of Lloyd's.Steamers will go alongside the Co's Pontoon at the Customs water-front premises at  
Tsimi to land all passengers and cargo.  
By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze  
River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's  
steamers from Shanghai.For Freight, Passage, and other information, apply at the Co's Local Branch Office, at  
No. 2, De Young Road, C.

T. ARIMA, Manager.

Hongkong, 22nd April, 1903.

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY,  
LIMITED.

## HONGKONG-MANILA,

REDUCED SALOON PAS-  
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric  
Light. First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 10th January, 1903. [570]

## WING ON STEAMSHIP COMPANY.

## HONGKONG-MACAO LINE.

THE Steamship  
"CHU KONG,"  
Capt. Mason.  
Departures from HONGKONG to MACAO,  
Daily, at 8 A.M. SUNDAY including.  
Departures from MACAO to HONGKONG,  
Daily, at 2 P.M. SUNDAY including.  
This Steamer is the fastest and has Superior  
Cabin Accommodation.

## FARES:

1st Class.....	\$2.00
2nd ".....	1.00
3rd ".....	.50

Further Particulars may be obtained at the  
Office of the  
WING ON STEAMSHIP CO.,  
No. 42, Bonham Strand West.  
Hongkong, 10th March, 1903. [870]

## STEAM TO CANTON.

THE Splendid New Steel Twin Screw  
Steamer"KWONG CHOW,"  
Capt. Walker, leaves HONG-  
KONG for CANTON at 5.30 P.M. on SUNDAYS,  
TUESDAYS and THURSDAYS, returning  
to Hongkong the following days leaving  
CANTON at 5 P.M. Unexcelled Accommodation  
for First Class Passengers. Ship lighted  
throughout by Electricity.Passage Fare, \$4 Single Journey.  
Meals \$1 each.  
The Company's Wharf is West of the Hong-  
kong Harbour Master's Office.SHIU ON S.S. CO., LTD.  
Hongkong, 14th March, 1903. [3220]FOR SINGAPORE, PENANG AND  
CALCUTTA.THE Steamship  
"GREGORY APCAR,"  
Captain J. J. Olfert, will be despatched for the  
above Port, on SATURDAY, the 25th inst.,  
at Noon.For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 18th April, 1903. [4930]FOR SINGAPORE, PENANG AND  
CALCUTTA.THE Steamship  
"GREGORY APCAR,"  
Captain J. J. Olfert, will be despatched for the  
above Port, on SATURDAY, the 25th inst.,  
at Noon.For Freight or Passage, apply to  
DAVID SASSOON & CO., LIMITED,  
Agents.  
Hongkong, 18th April, 1903. [4930]

## TOYO KISEN KAISHA

## MANILA LINE.

## REGULAR SERVICE

## BETWEEN HONGKONG AND

## MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled.  
Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship.

(Captain.

Tons.

Sailing Date.

ROHILLA MARU.....

E. P. Bishop.....

3,869

Wednesday, 29th instant, at 11 A.M.

ROSETTA MARU.....

N. Tate.....

3,876

Tuesday, 5th May, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House  
Street.

K. NAKASHIMA, Manager. [1710]

Hongkong, 22nd April, 1903.

## INDO-CHINA STEAM NAVIGATION

## COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

"YUENSANG,"  
Captain P. H. Rolfe, will be despatched as above  
on FRIDAY, the 24th instant, at 4 P.M.  
This Steamer has Superior Accommodation  
for First class Passengers, and is fitted through-  
out with Electric Light.For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 20th April, 1903. [5030]

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

## STEAM FOR

## FIUME AND TRIESTE (DIRECT).

Calling at SINGAPORE, RANGOON,  
COLOMBO, ADEN, SUEZ and PORT  
SAID.(Taking Cargo at through Rates to the BRAZIL,  
to SOUTH AFRICA, RED SEA, BLACK SEA,  
LEVANT, VENICE and ADRIATIC PORTS.)

## THE Company's Steamship

"MARIA VALERIE,"  
Captain Barberovich, will be despatched as  
above on SATURDAY, the 2nd May, P.M.  
For Information as to Passage and Freight  
apply toSANDER, WIELER & Co.,  
Agents.

Hongkong, 18th April, 1903. [5150]

## THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT  
PAINTER, ETC.PHOTOGRAPHY in all its Branches.  
Groups and Interiors a Specialty.  
Large Selection of Views.TOP STORIES, 41 and 43, QUEEN'S  
ROAD, CENTRAL, HONGKONG.

Hongkong, 20th December, 1902. [1190]

## Shipping.

## STEAMERS.

NIPPON YUSEN KAISHA.

## FOR MANILA.

THE Company's Japanese Mail Steamship  
"YAWATA MARU,"  
3,600 Tons, Captain A. E. Moses, will be de-  
spatched for the above Port on FRIDAY, the  
24th instant, at 4 P.M.This Well-known Steamer is specially con-  
structed for the service in the Tropics, and is  
provided with superior accommodation and  
with all modern fittings and improvements for  
the safety and comfort of Passengers. Electric  
Light and Refrigerator. Doctor and Stewardess  
carried.For Freight or Passage, apply to  
A. S. MIHARA,  
Manager.

Hongkong, 15th April, 1903. [4770]

FOR CHEMULPO, DALNY and/or PORT  
ARTHUR.

## THE Steamship

"SULLBERG,"  
Captain Meyer, will be despatched for the  
above Ports on WEDNESDAY, the 29th instant,  
at Daylight.For Freight, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 20th April, 1903. [5060]

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEEN-  
SLAND PORTS, and taking through  
Cargo to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

## THE Steamship

"AUSTRALIAN,"  
Captain Helms, will be despatched for the  
above Ports, on WEDNESDAY, the 6th May,  
at Noon.This well-known Steamer is specially fitted for  
Passengers, and has a Refrigerating Chamber,  
which ensures the supply of Fresh Provisions,  
Ice, &c., throughout the voyage.This Steamer is installed throughout with the  
Electric Light.A Stewardess and a duly qualified Surgeon  
are carried.N.B.—To assure the additional comfort of  
passengers the steamers of the Company have  
electric fans fitted in staterooms.For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 14th April, 1903. [4680]

STEAMSHIP SERVICE TO NEW YORK  
via SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS).

## THE "Shire" Line

S.S. "PEMBROKESHIRE"  
will be despatched on or about FRIDAY, the  
15th May.The American Asiatic S.S. Co.'s  
"NORMAN ISLES"  
will be despatched on or about MONDAY, the  
15th June.For Freight, &c., apply to  
SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 16th April, 1903. [4820]

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "MALACCA"

FROM ANTWERP, LONDON, PORT SAID,  
SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
3 P.M. TO-DAY.Goods not cleared by the 22nd instant, at  
4 P.M. will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees' and  
the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 16th April, 1903. [4]

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER HAMBURG-AMERIKA  
LOYD.

## NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"  
of the NORDDEUTSCHER LOYD, having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 10 A.M.,  
TO-DAY.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 23rd instant will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on THURSDAY, the 23rd instant,  
at 10 A.M.All Claims must reach us before the 27th  
instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the  
Undersigned.NORDDEUTSCHER LOYD.  
MELCHERS & CO.,  
Agents.

Hongkong, 16th April, 1903. [6530]

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

"COPTIC,"  
are hereby notified that their Goods are at  
their risk being delivered into Lighters and/or  
landed into our Godowns Nos. 1 and 2, at  
Kennedy Town, (Marine Lot 241), and delivery  
may be had either from Lighters or from our  
Godowns upon countersignature of Bills of  
Lading.Goods remaining unclaimed after the 22nd  
instant will be subject to rent.All Claims must be sent in to me on or  
before the 22nd instant or they will not be  
recognised.

No Fire Insurance has been effected.

E. W. TILDEN,  
Agent.

Hongkong, 16th April, 1903. [1]

## S.S. "CALEDONIAN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
s.s. "Medea," and from Bordeaux, ex  
s.s. "Frederic Morit," in connection with above  
Steamer, are hereby informed that their  
Goods, with the exception of Opium, Treasure  
and Valuables are being landed and stored at  
their risk into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,  
at Kowloon, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on un-  
less intimation is received from the Consig-  
nee before NOON on the 19th instant, requesting  
it to be landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after SATURDAY, the 25th instant, at NOON,  
will be subject to rent and landing charges.All claims must be sent in to me on or be-  
fore the 27th instant, or they will not be  
recognised.All damaged packages will be examined on  
MONDAY, the 27th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 20th April, 1903. [10040]

AUSTRIAN LLOYD'S STEAM NAVIGA-  
TION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

## THE Steamship

"FRANZ FERDINAND,"  
having arrived, Consignees of Cargo are hereby  
informed that their Goods are being landed at  
their risk, into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Limited, whence delivery may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all claims must be  
sent in to the Office of the Undersigned before  
NOON, on the 22nd instant, or they will not be  
recognised.No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 22nd  
instant will be subject to rent.Bills of Lading will be countersigned by  
SANDER, WIELER & Co.,  
Agents.

Hongkong, 16th April, 1903. [3150]

FROM HAMBURG, BREMEN, PENANG  
AND SINGAPORE.

## THE N.D.L. Steamship

"MARBURG,"  
Captain Stern, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the Undersigned, and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before 3 P.M.,  
on the 16th instant.Any Cargo impeding her discharge will be  
landed into the Godowns of the Hongkong  
and Kowloon Wharf and Godown Co., Limited,<



## THE SHARE MARKET

VISITORS AT THE HONGKONG  
HOTEL

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.
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STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATION
BANKS.			
Hongkong and Shanghai Banking Corporation ...	\$ 125	Div. of \$1.10/- and bonus of 10/- @ 1/7 = \$2.25 for half-year ending 31/12/1902 .....	\$65 1/2 alm.
National Bank of China, Ltd.	8	3/16 on A shares for 1902 .....	\$2 1/2 bns.

Do.	Founders	1	\$1,961 on B. shares for 1902	\$10
			None on Founder shares.....	
MARINE INSURANCES.				
Union In. Society of C'ton, Ltd.	\$	100	60 per cent = \$30 per share for 1901 .....	\$135
China Traders In. Co., Ltd. ....	\$	255	16 % = \$41 for year ended 30/4 1902.....	\$60 hrs.
North China In. Co., Ltd. ....	\$	60	Final of 4% making in all 8 % for 1901 .....	Tls. 200 hrs
Yungtsee In. Association, Ltd.	\$	60	20 % = \$12 per 1900 .....	\$140 hrs.
Canton Insurance Office, Ltd.	\$	50	28 % = \$14 per share for 1901 .....	\$167½ als.
FIRE INSURANCES.				

China Fire Insurance Co., Ltd.	\$	50	\$2 1/2 per share for 1901 .....	\$170 mrs.
China Fong Fire Co., Ltd.	\$	20	\$6 per share for 1901 .....	\$82 als.
SHIPPING.				
Hongkong, Canton, & Macao	\$	15	\$1 1/2 for half-year ending 31/12/1902 .....	\$3 1/2 als.
Indo-China Steam Navigation	\$	10	Fin. of 1912- making £ 1 per share	\$107 mrs.
Company, Limited.	£		for 1901 .....	
China and Manila Steam-)	\$	60		\$26 als.

Ship Company, Limited	\$ 25	10 % for 1900 .....	\$1
Douglas Steamship Co., Ltd...	\$ 50	Div. of 53 per share for year ended 30 '1902 .....	\$43 sirs.
"Star" Ferry Co., Ltd.....	\$ 10	"120 = 12 % for year ending 30 cts. 30/4/02 .....	\$27 brs.
"Shell" Transport & Trading Company, Limited	\$ 5	2nd interim of 90. making 2/ for 1901 .....	\$15 brs.
Shanghai Tug Boat Co., Ltd.	Tl. 100	Final of 7 % making 20 % for 1902.....	Tls. 340 sirs.
Taku Tug and Lighter Co., Ltd.	Tl. 50	Final of 5 % making 7 % for the year .....	Tls. 50 sirs.
Shanghai Cargo Boat Co., Ltd.	Tl. 100	Final of 7 % making 13 % for 1903....	
Co-operative Cargo Boat Company, Limited .....	Tl. 100	Final of 7 % making 13 % for 1903....	Tls. 170 sirs.
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of 57 making \$12 for 1901 .....	\$109 brs.
Luxon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897 .....	\$10.

Perak Sugar Cultivation Co., Limited .....	Tl. 50	Fin. of 7% making 12% for the year MINING .....	Tls. 70
Punjom Mining Co., Ld. ....	\$ 104	None .....	\$3 slrs.
Punjom Mining Preference Shares .....	\$ 1	None .....	35 cts.
Société Française des Charbonnages du Tonkin .....	Fr. 250	Int. of Frs. 30 per share for 1901 .....	\$600
Jebleu Mining and Trading Company, Limited .....	\$ 5	5% for 1-year end. 31-7-94 (Coupon 9) .....	\$1.10 brs.
Raub Aluan Gold Mining Co., Limited .....	£0.18.10	No. 12 of 1/- per share .....	\$94 brs.
Chinese Engineering & Mining Company, Ld. ....	£ 1	7½% = 1/6 per share (Coupon No. 1) .....	Tls. 7½ slrs.

LOCKS, WHARVES AND GODOWNS.

Hongkong & Whampoa Dock Company, Limited .....	\$ 50	{ Div. of 10% & bonus of 2% for half-year ending 31'12'02. }	\$217 slrs.
S. C. Farnham, Boyd & Co., Ltd. ....	Tl. 100		
Hongkong & Kowloon Wharf and Godown Co. Ltd. ....	\$ 50	Interim of Tls. 7 .....	Tls. 192 1/2 slrs.
New World Dock Co., Ltd. ....	\$ 50	Final of 1921 making \$44 for 1902 .....	\$95
	\$ 50	Final for 1902 .....	\$39 hrs.

Shanghai & Hongkong Wharf & Godown Co., Ltd. ....	Tl. 100	Final Tls. 12 making Tls. 18 for 1902	Tls. 300 str.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan and Mortgage Co., Ltd. ....	\$ 10	8 % = 80 cents per share for 1902 .....	\$94 brs.
Hongkong Land Investment & Agency Co., Ltd. ....	\$ 100	Final of \$6 making \$12 for 1902 .....	\$175 str.
K'loon Land & Building Co., Ltd	\$ 300	\$2.30 per share for 1902 .....	\$425 str.
West Point Building Co., Ltd.	\$ 50	Final of \$1.60 making \$3.10 for 1902...	\$55 str.
Hongkong Hotel Co., Ltd. ....	\$ 50	\$6 for and 4-year making \$12 for 1902	\$149 str.
Oriente Hotel Co., Ltd. (Manila)	\$ 50	8 % = 34 for 1-year ending 31.12.1900	\$30
Aster House Hotel Co., Ltd. ....	\$ 25	1 % for half-year ending 31.12 of .....	\$30 str.
(Shanghai) .....			
H. de la Colonie .....			
(Shanghai) .....	Tl. 25	First year .....	Tls. 17 str.
Queen's Hotel (Wei-hai-wei)	Tl. 25	First year .....	Tls. 25
Sumbrevs Estate & Finance			

Co., Ltd.	\$	10	9 per cent: for 1902	\$124
Shai Land Investment Co., Ltd.	Tl.	50	Interim of 6% for 1902	Tls. 114 str.
COTTON MILLS.				
Hongkong Cotton Spinning Weaving & Dyeing Co., Ltd.	\$	10	Final of 60 cents making \$1. per share	\$164 str.
Ewo Cotton Spinning and Weaving Co., Ltd.	Tl.	100	3% for period ended 31.10.97	Tls. 40 str.
International Cotton Manufacturing Co., Ltd.	Tl.	100	Interim of 3% on account of 1893	Tls. 40 str.
Leau-kung-mow Cotton Spinning and Weaving Co., Ltd.	\$	100	Int. div. of 4% on acct. of 1898 on 6,000 shares	Tls. 45 str.
Soy Chee Cotton Spinning Co., Ltd.	Tl.	500	4% for period ended 31.12.00	Tls. 150
CIGAR AND TOBACCO COMPANIES.				
Alhambra, Limited	\$	500	25% for year ending 30.6.1900	\$350 str.
Philippine Tobacco Trust Co., Limited	\$	50	None	\$18

Shanghai - Sumatra Tobacco Company, Ltd.	Tl.	20	{ Final of Tls. 2.00 making Tls. 4.63 for the year	Tls. 60 sh.
MISCELLANEOUS.				
Green Island Cement Co., Ltd.	\$	10	12%—\$1.20 per share for 1902	\$23 sh.
China-Borneo Co., Ltd.	\$	12	First year	\$11 bns.
A. S. Watson & Co., Limited	\$	12	Interim of 5% for 1902	\$7 sh.
Watkins, Limited	\$	10	\$1 per share for 1902	\$7 sh.
Hongkong Electric Co., Ltd.	\$	10	50 cents for year ending 30.4.1902	\$18 sh.
Hongkong Electric Co., Ltd.	\$	5	10 cents for year ending 30.4.1902	\$7 sh.
Hongkong China Gas Co., Ltd.	\$	5	10% div. and 1% bonus for 1901	\$140 bns.
Hongkong Rope Manufacturing Co., Ltd.	\$	50	\$10 for 1902	\$11 sh.
Geo. Fernwick & Co., Limited	\$	25	15 per cent = \$5.75 for 1902	\$50 bns.
Hongkong Ice Co., Ltd.	\$	25	Final of \$12, making \$16 for 1902	\$23 sh.
Hongkong High-Level Tramways Co., Ltd.	\$	100	\$18 for year ending 31.12.1902	\$35 sh.
Dairy Farm Co., Ltd.	\$	6	75 cents for year ending 31.7.1902	\$1 sh.

Hongkong and China Bakery Co., Ltd.	\$	50	5 per cent.—\$2½ for 1901.....	\$2½
Campbell, Moore & Co., Ltd.	\$	10	Div. of \$2½ for 1901 .....	\$40
Best Asbestos Eastern Agency, Ltd.	£	12.6.		\$3 brs.
United Asbestos Oriental Agency, Ltd.	\$	4	80 cents per share.....	\$9 brs.
Do. Founders.	10		\$12.80 per share.....	\$155
Universal Trading Co., Ltd.	20		Interim of \$1.20 per share .....	\$22 brs.
Hongkong Steam Water-boat Co., Ltd.	\$	10	Final of 5 % making 12 % for the year .....	\$17.50
China Light & Power Co., Ltd.	50		None .....	\$10
Robinson Piano Co. Limited	50		—\$2½ for half-year 1901.....	\$150 brs.
Best Testimonial Co., Ltd.	50		None .....	\$35 brs.
William Powell, Limited	5	10	Final of 50 cents making 31. per share .....	\$10 brs.
Manschnijprijt Mijljo, Bosch en Landbouw exploitatie in Lanskat	Gulden 100		Interim Dividend of Tls. 7½ per share .....	Tls. 350 sl

Telegraphic Address—"Rialto,"	BENJAMIN, KELLY & FORTES
Telephone No. 148, P. O. Box No. 111.	Share Brokers

Kwantung	Singapore	Shewan, Tomes & Co.	April 25th
Kiautschow	Kobe	Melchers & Co.	April 25th
Korea	San Francisco	Pacific Mail S. S. Co.	April 25th
Liaoaing	Calcutta	Jardine, Matheson & Co.	May 5th
Empress of Japan	Vancouver	Canadian Pacific Railway Co.	May 5th
Indrapura	Portland, Or.	P. & A. S. S. Co.	May 11th
Stuttgart	Genoa	Melchers & Co.	May 21st

The above would direct the attention of shipping firms to the columns and "Projected Sailings" are now published. Especially would the managers of shipping firms be interested in the matter, as the forms already supplied gratis, with the reliable information therein.



High Class  
Gentlemen's  
Outfitters.

**WILLIAM POWELL, LTD.,**



**28 & 34, QUEEN'S ROAD CENTRAL,  
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,  
Haberdashers and General Outfitters.**

High Class  
Gentlemen's  
Outfitters.

FAMED FOR  
SHIRTS.

28, Queen's Road.

EVERYTHING  
UP TO DATE.  
28, Queen's Road.

### FANCY DRAPERY DEPARTMENT.

CHIFFONS, GAUZES,  
CREPE DE CHINE, BRIDAL NET,  
EMBROIDERED DRESS NETS,  
AND LACE ROBES.

LACE COLLARS AND TIES  
IN THE VERY LATEST DESIGNS. NOVELTIES IN  
LADIES' NECKWEAR.

LADIES' UNDERCLOTHING.  
SILK, WOOL, AND COTTON GARMENTS. NAINSOOK  
GARMENTS FOR SUMMER WEAR.  
HOSIERY FOR LADIES  
AND CHILDREN. EMBROIDERED AND LACE FRONTED  
CASHMERE, SPUN SILK, AND LISLE THREAD HOSE.

CORSETS  
IN THE FOLLOWING MAKES:—MADAM LEIDER,  
PRIMA DONNA, SANAKOR, MODEL, AND NEW  
RIBBON CORSET, IDEALLY COOL FOR THE EAST.

### DRAPERY & GENERAL FURNISHING DEPARTMENTS.

SILKS AND SATINS  
IN LARGE VARIETY.  
SUMMER MUSLINS  
AND DRESS GOODS. OUR STOCK OF THESE  
GOODS IS NOW COMPLETE.  
HOUSEHOLD LINENS.  
ALL KINDS OF LINENS, LININGS, CALICOES  
AND SHIRTINGS STOCKED.

BEDS AND BEDDING.  
BEDS OF EVERY DESCRIPTION. HAIR, FLOCK, FEATHER,  
RATTAN AND SPRING MATTRESSES.

LADIES' BOOTS AND SHOES  
STOCKED IN ENGLISH AND AMERICAN SHAPES.  
AN ENTIRELY NEW STOCK HAS JUST ARRIVED.  
IT INCLUDES ALL KINDS OF THE BEST MAKES IN  
LADIES' AND CHILDREN'S SMART FOOT WEAR.

### GENTLEMEN'S OUTFITTING DEPARTMENT.

SHIRTS AND COLLARS.  
SCIENTIFICALLY CUT AND PERFECT FITTING.  
"THE HONG" SHIRT FOR BUSINESS,  
"THE EMPIRE" FOR DRESS WEAR.

SMART NECKWEAR.  
OUR PATTERNS ARE EXCLUSIVE IN THE EAST.

PANAMAS  
IN ALL THE LATEST SHAPES FOR 1903.

BOOTS A SPECIALTY.  
AMERICAN SHAPES, ENGLISH LEATHER AND  
WORKMANSHIP. SIZES AND HALF SIZES STOCKED.  
TAN GRAIN BOX CALF FOR SHOOTING. TAN AND BLACK  
WILLOW CALF FOR WALKING. WHITE AND BUFF  
CANVAS BOOTS FOR TENNIS OR CRICKET ETC.

OUR SUMMER STOCK  
WILL BE THE LARGEST AND MOST COMPLETE  
IN THE FAR EAST.

GOODS ABSOLUTELY NEW.  
NOTE ADDRESS: **28 QUEEN'S ROAD.**

### MILLINERY DEPARTMENT

THE BEST CONSIGNMENT YET RECEIVED  
OF  
PARISIENNE CREATIONS  
HAS JUST COME TO HAND.  
DIRECT FROM THE BEST PARISIENNE  
HOUSES.

A LARGE STOCK OF BURNT AND TUSCAN STRAWS.  
LIGHT WALKING HATS—WHITE, BLACK AND  
COLOURED. FANCY STRAWS.

HATS TRIMMED TO ORDER  
UNDER EUROPEAN SUPERVISION.

TRUNK DEPARTMENT  
A LARGE STOCK OF CABIN AND OVERLAND TRUNKS,  
KIT BAGS, GLADSTONES, PORTMANTEAUX AND  
DRESSING BAGS, IN ALL SIZES AND KINDS.

R. G. HECKFORD,  
MANAGER.

April 22nd